

A
V I E W
OF THE
BRITISH TRADE
TO THE
MEDITERRANEAN:
S H E W I N G,

Its *Importance* to us, its *Precarious Situation* at present, and that a total Loss of it must ensue, unless the Views of *France* and *Spain* are vigorously opposed.

To which is prefix'd,

A CHART of the *Mediterranean Sea:*

S H E W I N G,

The principal trading Ports and Harbours belonging to the *English*, *French*, *Spaniards* and *Italians*; and by which may be seen the present Situation of the different Fleets of *France*, *Spain*, and *England*.

By J. COWLEY, *Geographer to his MAJESTY.*

L O N D O N:

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P R E F A C E.



*T*is not in compliance to custom, that this Preface is wrote, but that 'tis thought necessary to acquaint the reader with the design of this piece; and in what sense he is to understand the distances of places, and the particulars of the trading commodities, proposed to be set down in the following Treatise, that so he may not err in his own judgment, nor have room to think there was any design to impose on him.

As in the present circumstances of publick affairs, there seems to be a dubiousness, either of a general war to break out, or of a general peace to be established in Europe (since with Spain alone, the present war need not be of any long continuance, if pushed on with vigour) and that amongst the diversities of pacifick schemes proposed between Great Britain and Spain by a great many unthinking people, several are very forward in offering to give up Gibraltar and Minorca merely for the sake of peace: it has therefore been thought proper to let them see the importance of those two places, and the scope of the Mediterranean trade, that so, if they will condescend to acknowledge this last to be worth preserving, they must consequently allow the other to be likewise worth keeping, and that the surrender of those fortresses is the relinquishment of that trade, which (instead of being at this time farther abandoned) requires rather to be farther secured and protected, for the reasons hereafter mentioned. This is the design of the following treatise.

To illustrate the whole, there is here annexed a chart of all the Mediterranean Sea, and of the neighbouring coasts, from the Streights-mouth, as high as to the Streights of Dover: containing the names of the principal capes of land, and trading sea-ports of France, Spain, Portugal, Italy, Turkey, and Barbary, besides the several islands appendant thereunto, which according to their situations, are distinguished to be those of the Mediterranean, Archipelago, and the Levant.

In comprehending so large an extent in so small a compass as the size of this chart, it cannot be expected that every little maritime village can be set down, nor every turn of the coast described, so as to give a stranger an exact view of the shape of every harbour or inlet; but there is sufficient in form to give a just idea of the situation and extent of the whole, so as plainly to point out the course of Trade.

As to the distances of places, they are taken off superficially as nearly as may be in the direct course of the way from the places mentioned, without allowing for such traverses as the ships are obliged to make at any time: the use of these distances being to give the reader some reasonable notion of the course of that Trade, and a knowledge of the several coasts which environ that sea, so that by the distances given, there may be made a pretty near computation of the navigating distances, by making reasonable allowances for traverses, &c.

The distances are set down in English leagues, computed at the rate of fifty English miles in a degree; and are proportioned according to the scale of latitude, by which the chart is laid down.



A

VIEW of the *British* TRADE

IN THE

Mediterranean, &c.

BEFORE any particulars are enter'd upon, the reader may observe that the *Mediterranean* trade, (here so called) notwithstanding its great extent over all the coasts in that sea, and that the distance from *Gibraltar* to *Scanderoon* is not less than seven hundred and thirteen leagues, and that so many different countries are comprised therein; yet in the mercantile way, and in the publick offices of the revenue, it is in general call'd by no other name than the *Trade to the Streights*; and under this denomination likewise the *Spanish* trade is included: therefore without regard to the particular port to, or from which, any ship is bound in the *Mediterranean*, the general entry is made with regard to the *Streights* only.

For this reason, notwithstanding that different commodities are produced in different places and ports, it is not to be expected that every minute particular can be distinguish'd here; neither is it material so to do: therefore no exact distinction is here to be found, except in what concerns the trade to *Portugal*, in order to distinguish it from that to the *Streights*. Nevertheless, to set the whole in as clear a light as possible, or necessary, these distinctions shall be made, so far as information could be had, without pretending to inspect the publick offices, which is not practicable. But if any error should be found in relation to those distinctions (such as the omitting or misplacing of some particulars in the list of commodities of exports and imports) the same is of no moment with regard to the main design of this subject.

1. The method proposed in the course of this treatise is, first, to set down a catalogue or list of all the principal trading sea-ports of *France*,

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Spain, Portugal, and Italy, taking them in the order of their situation from Dunkirk to the southward, and as they are set down in the chart annexed; as likewise an account of their latitude and coast-distances respectively from each other, according to the manner proposed in the Preface, that so they may occasionally be the more readily pointed to in the chart, which by this means will be render'd intelligent to the meanest capacity; this being a perfect index thereto. But as our trading-ports in the Turkish dominions and Barbary are but few in number, and remote, they shall be set down in the table hereafter mention'd.

2. To lay down in the same general table, the direct and crofs distances between sea-ports and capes of land, &c. in the trading course to Portugal and the Streights, with regard had to their distances from Portsmouth, or the Land's End of England; and from Gibraltar and Portmabon.

3. A catalogue of the principal commodities exported and imported in that course of trade, to and from Great Britain.

4. And lastly, the precarious situation of the British trade from the dangers of the union beforementioned, and the present necessity of erecting a ballance of power in opposition thereto, or otherwise to defeat that union by the method hereafter proposed.

A LIST of the principal Sea-Port Towns on the North Coast of France, extending from Dunkirk along the Coast to the Bottom of the Bay of Biscay, where that and the Kingdom of Spain join; also the direct Distances from Port to Port.

1. **D**UNKIRK, situate in French-Flanders above the Streights of Dover, in almost parallel latitude therewith, (viz. 50 d. 55 m.) Fifty degrees and fifty five minutes, Numb.
2. *Calais*, situate south of Dunkirk in the province of Picardy, latitude 50 m. 50 d. distance from the latter 23 leagues.
3. *Diep* in Normandy, latitude 49 d. 56 m. distance from *Calais* 14 leagues.
4. *Havre de Grace* in ditto province, lat. 49 d. 40 m. distance from *Diep* 13 leagues.
5. *Cherbourg*, situate in ditto province by *Cape la Hague* in lat. 49 d. 42 m. distance from *Havre de Grace* 18 leagues.
6. *St. Malo* lies due south of *Cape la Hague* and *Jersey* island, in the province of *Bretagne*, lat. 48 d. 32 m. distance from *Cherbourg* 21 leagues.
7. *Brest*, in ditto province, lies eastward of the island of *Ushent*, in lat. 48 d. 38 m. distance from *St. Malo* 35 leagues. Here begins the bay of Biscay.

8. *Nantz*.

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8. *Nantz*, in ditto province, south of *Cape la Hague*, lat. 47 d. 25 m. distance from *Brest* 50 leagues.
9. *Rocbel*, in *Orleanois*, lat. 46. d. 6 m. distance from *Nantz* 20 leagues.
10. *Bourdeaux*, in *Guienne*, lat. 44 d. 40 m. distance from *Rocbel* 30 leagues.
11. *Bayone*, in *Gascogne*, lat. 43 d. 30 m. distance from *Bourdeaux* 10 leagues.

Here is the bottom of the bay of *Biscay*, and the *Pyrene* Mountains are the boundaries between *France* and *Spain*.

The principal Sea-port towns of the North Coast of Spain, extending from the north boundary of France, at the bottom of the bay of Biscay, to the northern bounds of Portugal, south of Cape Finisterre.

1. *Fontarabia*, in the province of *Biscay*, at the bottom of that bay, situate in lat. 43 d. 30 m. distance from *Bayone* in *France* 10 leagues.
2. *St. Sebastian*, in ditto province, ditto lat. distance from *Fontarabia* two leagues.
3. *Bilboa*, in ditto province, lat. ditto, distance from *St. Sebastian* 22 leagues.
4. *St. Andreo* (or *Andero*) in ditto province, lat. 43 d. 40 m. distance from *Bilboa* 17 leagues.
5. *St. Vincent*, in *Asturias*; lat. 43 d. 25 m. distance from *St. Andreo* 16 $\frac{1}{4}$ leagues.
6. *Santillana*, in ditto province, lat. 43 d. 30 m. distance from *St. Vincent* 2 leagues.
7. *St. Martha* in *Gallicia*, lat. 44 d. 4 m. distance from *Santillana* 50 leagues.
8. *Ferrol*, in ditto province, situate within *Cape Ferrol*, south of *Cape Ortegal*, and due north of the town of *Corunna*, or the *Groyne*, between which towns is the passage into the haven, where there is a very large bay within. Its latitude is 43 d. 40 m. and distance from *St. Martha* round the *Capes* twenty leagues; but the direct distance cross the country, from one to the other, is only 10 leagues.
9. *Corunna*, (or the *Groyne*) in the same province, and south of *Ferrol* in lat. 43 d. 34 m. and distant from the latter about 2 leagues.
10. *Muros*, in ditto province, lat. 42 d. 58 m. south of *Cape Finisterre*, distance from *Corunna* round the *Capes*, 37 leagues; but cross the country only 14 leagues.
11. *Ponte Vedra*, in ditto province, lat. 42 d. 30 m. distance from *Muros* 12 leagues.
12. *Vigo*, in ditto province, lat. 42 d. 20 m. distance from *Ponte Vedra*, 10 leagues.

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13. *Bayona*, in ditto province, lat. 42 d. 8 m. distance from *Vigo* 4 leagues, and is the last sea-port on the *Spanish* coast north of *Portugal*, which is separated from *Spain* by the river *Minho*, on which the last *Spanish* frontier town of *Tuy* is seated, about 8 leagues up the river.

The principal Sea-ports of Portugal, from the river Minho in the north, to the river Guadiana in the south.

1. *VIANA*, in lat. 41 d. 45 m. distance from *Bayona*, the last sea-port town of *Spain*, 10 leagues.

2. *Oporto*, in lat. 41 d. 15 m. distance from *Viana* 12 leagues.

3. *Lisbon*, in lat. 38 d. 50 m. on the river *Tagus*, distance from *Oporto* 60 leagues.

4. *Setubal* (or *St. Ubes*) lat. 38 d. 32 m. distance from *Lisbon* 17 leagues.

5. *Lagos*, situate to the east of *Cape St. Vincent*, the most southerly point of the land of *Portugal*, which forms the opening to the *Streights*, its lat. is 36 d. 49 m. and distance from *St. Ubes* round the *Cape* 40 leagues.

6. *Faro*, situate within the Island *St. Mary*, in lat. 36 d. 52 m. distance from *Lagos* 10 leagues.

7. The islands of *St. Mary*, *Caes*, and *Figuera* lye along the same coast one after another.

The Sea-ports of Spain continued from the southerly bounds of Portugal, along the south Coast of Spain, to the south bounds of France in the Mediterranean Sea.

1. *St. Lucar*, in the province of *Andalusia*, lat. 36 d. 48 m. distance from *Faro* in *Portugal* 30 leagues, and from the bounds at the river *Guadiana* 17 leagues.

2. *Port St. Mary*, in ditto province, lat. 36 d. 40 m. distance from *St. Lucar* 10 leagues.

3. *Cadiz*, in ditto province, lat. 36 d. 30 m. distance from *Port St. Mary* 3 leagues, and from *Gibraltar* coast-ways 24 leagues, but over land 19 leagues only.

4. *Malaga*, in the province of *Granada* in the *Mediterranean*, lat. 36 d. 8 m. dist. from *Gibraltar* 23 leagues, and from *Cadiz* 47 leagues thro' the *Streights*; but from *Cadiz* cross the land, 31 leagues only.

5. *Almeria*, in ditto province, lat. 37 d. distance from *Malaga* 41 leag.

6. *Cartagena*, in the province of *Mercia*, lat. 37 d. 44 m. dist. from *Almeria* 30 leagues.

7. *Alicant*, in the province of *Valentia*, lat. 38 d. 30 m. distance from *Cartagena* 25 leagues.

8. *Valen-*

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8. *Valencia*, the capital of that province, lat. 39 d. 31 m. distance from *Alicant* 25 leagues.
9. *Tortosa*, in the province of *Catalonia*, lat. 40 d. 50 m. distance from *Valencia* 30 leagues.
10. *Taragonia*, in ditto province, lat. 41 d. 3 m. distance from *Tortosa* 10 leagues.
11. *Barcelona*, in ditto province lat. 41 d. 28 m. distance from *Taragonia* 20 leagues.
12. *Palamos*, in ditto province, lat. 42 d. distance from *Barcelona* 16 and a half leagues.
13. *Roses*, in ditto province, lat. 42 d. 36 m. distance from *Palamos* 9 leagues; and from *Cape Callivere*, the bounds with *France*, 4 leagues.

The Sea-ports of France continued along the south coasts thereof in the Mediterranean, from the south bounds of Spain, at Cape Callivere, to the river Vare, bounding between France and Genoa.

1. *Perpignan*, in the province of *Roussillon*, lat. 42 d. 50 m. distance from *Cape Callivere* 5 leagues, and from *Roses* 9 leagues.
2. *Narbonne*, in the province of *Languedoc*, lat. 43 d. 15 m. distance from *Perpignan* 33 leagues.
3. *Montpelier*, in ditto province, lat. 43 d. 30 m. distance from *Narbonne* 11 leagues.
4. *Marseilles*, in *Provence*, lat. 43 d. 30 m. distance from *Montpelier* 20 leagues.
5. *Toulon*, in ditto province, lat. 43 d. 10 m. distance from *Marseilles* 14 leagues.
6. *Antibes*, in ditto province, lat. 43 d. 10 m. distance from *Toulon* 20 leagues, and from the bounds of *Genoa* at the river *Vare*, 5 leagues.

The principal Sea-ports of Italy, beginning in the State of Genoa, and ending in that of Venice.

1. *GENOA*, the capital of that State, lat. 44 d. 20 m. distance from the boundary of *France* at the river *Vare* 30 leagues, and from *Antibes* 35 leagues.
2. *Leghorn*, in the dukedom of *Tuscany*, lat. 43 d. 30 m. distance from *Genoa* 28 leagues.
3. *Portolongone*, in the same dukedom, lat. 42 d. 30 m. distance from *Leghorn* 18 leagues.
4. *Civita Vecchia*, in the Church territory, lat. 42 d. distance from the latter 15 leagues.
5. *Naples*, the capital of that kingdom, lat. 41 d. distance from *Civita Vecchia* 50 leagues.

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1. As *Messina* in the island of *Sicily* (which is under the same dominion with *Naples*) now comes in the way in coasting of *Italy*, between which and it there is but a narrow channel or gulf, it can't well be pass'd by, therefore it shall be insert'd in course; its lat. is 38 d. 30 m. and distance from *Naples* 50 leagues.
2. *Siracuse*, in the same island, lies south of *Messina* in lat. 37 d. distance 27 leagues.
6. *Venice*, the capital of that republick, situate in the bottom of the gulph of that name, which runs up between *Italy* and *Greece*, is in lat. 45 d. 40 m. distance from *Siracuse* in *Sicily* round *Cape St. Maria* 130 leagues, and over land from *Genoa* 50 leagues, tho' coastways they are distant 145 leagues.
1. *Triest* in *Carniola*, in the German dominions, is in lat. 46 d. distance from *Venice* 22 leagues.

Being now come to the confines of the *Turkish* dominions, the Reader is referred for the ports of that, and of *Barbary*, to the following general table of distances.

A Table of direct and cross Distances, in the course of navigation, in the British trade to Portugal and the Streights.

Leagues.	Leagues.
From Portsmouth to Ushent 64	From Cadiz to Gibraltar 27
Ushent to St. Sebastian 100	Cape St. Vincent to ditto 70
— to Cape Ortegal 100	Portsmouth to ditto 400
St. Sebastian to ditto 95	Gibraltar to Ceuta in Barbary 5
Cape Ortegal to Cape Finisterre — 27	— to Oran 85
N. B. Ferrol and the Groyne lye between these two capes.	— to Algiers 140
From Ushent to Cape Finisterre 125	— to Port Mahon 180
Land's End to Ushent 33	Portsmouth to ditto 580
— to Cape Finisterre 140	Cartagena to Oran 33
— to St. Sebastian 133	Barcelona to Majorca town 33
Cape Finisterre to Vigo 20	— to Citadella in Minorca 30
— to Viana in Portugal 32	Majorca Island to Minorca
— to Oporto 41	Island — 10
— to Cape Roxent at the mouth of the Tagus 82	— to Yvica Island 15
Portsmouth to Cape Roxent 276	— to Algiers 43
Cape Roxent to Cape St. Vincent — 34	Yvica I. to Cape St. Martin 13
Cape St. Vincent to Cadiz 44	Toulon to Barcelona 70
	— to Minorca 61
	— to Corsica 38
	— to Sardinia 55
	— to Naples 140
	From

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	Leagues.		Leagues.
From <i>Corsica</i> to <i>Sardinia</i>	5	From <i>Port Makon</i> to <i>Alexandria</i>	500
<i>Sardinia</i> to <i>Barbary coast</i>	29	— to <i>Tripoli</i> in <i>Barbary</i>	240
— to <i>Minorca</i>	55	— to <i>Algiers</i>	60
— to <i>Sicily</i>	45	— to <i>Oran</i>	105
— to <i>Naples</i>	78	<i>Candia</i> I. to <i>Cyprus</i> I.	100
<i>C. Ferro</i> in <i>Sicily</i> to <i>C. Bona</i>		— to <i>Alexandria</i>	114
in <i>Barbary</i>	25	— to <i>Constantinople</i>	125
<i>Cape Paffaro</i> in <i>Sicily</i> to <i>I. Malta</i>		— to <i>Smyrna</i>	70
<i>Malta</i>	18	<i>Gibraltar</i> to <i>Zant</i>	426
<i>Malta</i> to <i>Abrica</i> in <i>Barbary</i>	45	— to <i>Candia</i>	465
<i>Gibraltar</i> to <i>Genoa</i>	290	— to <i>Constantinople</i>	680
— to <i>Naples</i>	347	— to <i>Smyrna</i>	608
— to <i>Messina</i>	349	— to <i>Cyprus</i>	630
— to <i>Venice</i>	495	— to <i>Scanderoon</i>	790
<i>Genoa</i> to <i>Corsica</i>	30	— to <i>Gallipoli</i> in the <i>Propontis</i>	655
<i>Antibes</i> to ditto	26	<i>Gallipoli</i> to <i>Constantinople</i>	25
<i>Port Makon</i> to <i>Genoa</i>	130	<i>Portsmouth</i> to <i>Scanderoon</i>	1190
— to <i>Leghorn</i>	136	— to <i>Alexandria</i>	1070
— to <i>Naples</i>	175	<i>Gibraltar</i> to <i>Tetuan</i>	13
— to <i>Messina</i>	ditto	— to <i>Oran</i>	85
— to <i>Venice</i> thro' the <i>gulf of Messina</i>	210	— to <i>Algier</i>	140
— to ditto round <i>Sicily</i>	420	— to <i>Tunis</i>	265
<i>Gibraltar</i> to ditto in that course	495	— to <i>Cape Bona</i>	270
<i>Portsmouth</i> to ditto	895	— to <i>Tripoli</i> in <i>Barbary</i>	400
<i>Venice</i> to <i>Corfu</i> I.	148	— to <i>Alexandria</i>	685
<i>Corfu</i> to <i>Zant</i> I.	35	— to <i>Joppa</i> , or <i>Jaffa</i>	725
<i>Port Mahon</i> to ditto	270	<i>Candia</i> to <i>Cape Roxatim</i>	46
<i>Gibraltar</i> to ditto	426	<i>Tetuan</i> to <i>Oran</i>	87
<i>Zant</i> to <i>Candia</i> I.	60	<i>Oran</i> to <i>Algier</i>	55
<i>Port Makon</i> to ditto	312	<i>Algier</i> to <i>Tripoli</i> coast-ways	247
— to <i>Cyprus</i>	460	— and over land	178
— to <i>Scanderoon</i>	525	<i>Tripoli</i> to <i>Alexandria</i>	300

Thus the distances stand upon this superficial view of the course of trade within the limits proposed; which though seemingly confined in respect of the exporter, yet it does not end there; but is farther extended, and the merchandises are dispersed from those several ports into other countries by the merchants who buy for that purpose, insomuch that there is not any one nation or country in the universe, but what in some measure or other partakes of the *British* commodities.

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To illustrate what is here advanced upon that head, I shall give some few specimens in the wool-trade to the *Mediterranean* only, to which purpose I shall enumerate most of the articles wherein it consists, by which it must be supposed what a great support that branch alone is to this nation.

Principal Articles in the Wool-Trade.

Broad cloths: <i>Mixed</i> , or <i>Medly</i> .	Flannels,
<i>Plain white</i> for dying.	Blankets,
Narrow cloths, called <i>Dozens</i> .	Cottons,
Druggets,	Fustians, of various kinds,
Duroys,	Manchester-ware,
Serges,	Tammys, or Coventry-ware,
Stuffs, of several denominations and kinds.	Kersies, or coarse cloths,
Coarse woollens, viz.	Shalloons,
<i>Chair-coverings</i> ,	Fingrums,
<i>Penniflons</i> ,	Hofe, woven and knit,
<i>Half-thicks</i> ,	Says,
<i>Duffields</i> ,	Perpets, or long ells,
<i>Ruggs</i> , &c.	Plaids,
Bays: <i>Single</i> ,	Frize,
<i>Double</i> ,	Linsey-Woolseys,
<i>Minikin</i> ,	Stuffs for hangings and printing,
Hats: <i>Felts</i> ,	Seamen's high-crown'd caps, or
<i>Castors</i> , <i>Beavers</i> .	Monmouth-caps.

Now the manner in which these merchandises are dispersed, as already taken notice of, is thus:

The Exports of the Turkey Company, viz.

To **SMYRNA** and **SCANDEROON**, Are from thence carried to *Aleppo*, and sold to the merchants of *Armenia*, and *Georgia*, in return for Raw-silks, Galls, and Drugs, by whom they are carried into *Ispban* in *Perſia*.

To **ALEXANDRIA**, Are carried to *Grand Cairo*, and sold there, and from thence are taken to *Suez* on the *Red-Sea*, by the *Arabian Turks*, and transported to *Jeddo*, *Medina*, and *Mecca* in *Arabia*.

The

The Exports by the ordinary merchants to Italy, viz.

To **LEGHORN**, Are again shipped for *Turkey* by several *English* merchants.
To **VENICE**, Are thence dispersed into *Austria, Stiria, Carniola* and *Croatia*.
To **GENOA**, Are disposed of in *Milan, Piedmont* and *Lombardy*.
To **MESSINA**, Are sold there to diverse foreigners at an annual fair for that purpose.

Besides the great quantities of Druggets, Serges, Long-ells, Stuffs, &c. which are for their own consumption in the above Ports and Countries, &c.

The Exports by ditto to Portugal, viz.

To **LISBON, OPORTO** and **FIGUERA**, Are from thence sent to the *Brafs* in the *West*, and to *Goa* in the *East Indies*.

Add to this the *Spaniſh* trade for loading the *Galleons* to *New Spain*; the *East India* trade, and the *Baltick* and northern trade, besides that to our own plantations in *America*: and it will surprizing to find the vast extent of the *Britiſh* wool-trade in general; and which therefore deserves the utmost encouragement that possibly can be devised by the nation towards its support.

Though *England* makes a small figure compared in magnitude with several other kingdoms, yet is it evidently the centre of commerce of *Europe*; for this, that it exports more of the labour of its people, than any other nation; and consumes more value of the produce and labour of other countries than any other nation does.

The merchants of *London* likewise seem to be the principal creditors of *Europe* in point of trade; for they give credit to the foreign merchants for *English* goods; and on the returns made for those goods, they likewise give credit to the country tradesmen at home, among whom they disperse them.

But for the general course of trade to *Portugal* and the *Streights*, the following catalogue of Exports and Imports will demonstrate what it is; after which, the Particulars shall be likewise shewn, so far as to give a just idea of the nature of the thing to any person who heretofore was a stranger thereto.

A Catalogue of the principal Commodities exported and imported by Great-Britain to, and from Portugal and the Streights; and which are of the natural produce or manufacture of the places or dominions from whence exported; besides several foreign goods which are exported by certificate from Great-Britain.

EXPORTS to Portugal.

Stuffs	Garterings	Copperas	Rice
Bays	Gold and silver	Allom	Biskets
Flannel	Lace	Glas	Rye
Blankets	Cabinet-wares	Wrought iron	Iron hoops
Bed-lace	Leather	Bras	Iron ordnance
Long-cloths	Castors	Pewter	Saddlery ware
Short ditto	Silk mixt	Tin-wares	
Kerseys	Brushes	Lead	
Haberdashery- Wares	Indigo	Ditto shot	
	Hard wax	Wheat-meal	

IMPORTS from Portugal.

Oil	Onions	Braſil tobacco
Wool	Chefnuts	Cork
Oranges	Wine	Harts-horns
Lemons		

EXPORTS to the Streights.

Cloths, long — short	Coney-wool	Loaf-sugar	Whips
Kerseys	Clock-work	Tallow-candles	Fans
Stuffs	Mathematical	Ox-guts	Canes
Perpets	Instruments	Cards	Earthen wares
Serges	Looking-glasses	Chairs	Snuff
Silk mixt	Peas	Turnery-ware	Lead
Apparel	Beer	Butter	Red herrings
Silk hose	Cyder	Saddlery-ware	Dry'd fish

IMPORTS

IMPORTS from the Streights.

Beaver	Enamel	Anchovies	Indigo
Martin	Hungary water	Capers	Manna
Dog-fish	Perfumes	Vermachelly	Flower oint- ment
Goat	Orange-flower- water	Truffles	Verdigrease
Thread hose	Soap	Nuts	Cream of tartar
Raw silk	Reed-canes	Honey	Senna
Thrown ditto	Coral	Olives	Gum sandrake
Cotton yarn	Juniper-berries	Oil	Storax
Vigonia wool	Anniseeds	Figs	Alkermes
Ireas	Garden-seeds	Almonds	Cantharides
Wrought silks	Fennel-seeds	Wines	Brimstone
Straw-hats	Cummin-seeds	Painters colours	<i>Terra lemmia</i>
Necklaces	Flower-roots	Toys	— <i>sigillata</i>
Coral-beads	Dry'd fruit	Artificial flowers	Rom. vitriol
Marble	Prunello's	Bees-wax	Gum araback
Walnut-planks	Raisins	Argoll	<i>Assa fatida</i>
Paper		Copper-ore	
Roach-allom			

EXPORTS to Turkey.

Copper	Upholstrywares	Millinery wares	Woollen manu- factures, &c.
Brass	Worsted hose	Wax-candles	
Household goods			

IMPORTS from Turkey.

Carpets	Cotton	Coffee	<i>Cassia fistula</i>
Cotton-wool	Shagreen skins	Pistachia Nuts	Scammony
Elephant's teeth	Goats hair	Myrrh	Gum armoniack
Box-wood	Figs	Aloes of all kinds	Galls
Emery-stones	Raisins		Safflower, &c.

IMPORTS from the Island of Zant.

Currants	Fustick	Wine
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IMPORTS from Barbary.

Unwrought Copper	Goat skins Bees-wax	Salt-petre Bitter Almonds
Thought		

16 *A View of the British TRADE, &c.*

Though there are a great many articles omitted in the course of this trade, both in exports and imports, yet those here set down are sufficient to shew how extensive it is; and that besides the many useful commodities imported to *Great Britain* (without taking notice of those which may be thought so many superfluities in life, as conducing only to the indulging ourselves in grateful tastes or finnells, &c.) we have the advantage of vending those commodities which are of the growth or manufacture of our own country, or colonies, and thereby enriching ourselves and encouraging the industry of such of our fellow creatures as are necessitated to acquire their livelihood by their daily labour.

It has been often insisted upon by some sort of people, that where a nation abounds with every thing in life, that is sufficient to supply its inhabitants with food and raiment, they need not be under a necessity of establishing any commerce with other nations, since they may live comfortably upon what their own naturally produces.

This might have been admitted to be stated for a maxim in such an age as that which by the poets has been call'd the golden one: when the earth produced every thing without being cultivated, and all people shared alike in the free enjoyment of the products of nature, without any distinct property being claimed therein by one person more than by another. But such an argument at this time o'day is as unseasonable, as if it was recommended to us to lay aside our cloathing, and try to live in the same state as *Adam* and *Eve* were in, before they had eaten of the forbidden fruit.

We now unfortunately happen to live in an age wherein covetousness and pride are triumphant. The one begets the other of course; and to gratify both these passions the person possessed of them longs for his neighbour's vineyard, and extends his views still farther to enlarge his unjust possestions, that he may tyrannize over such of his fellow creatures, whose unhappy circumstances will not permit them to defend themselves against him.

This would be the case of those who should indolently happen to content themselves with the bare produce of their native soil, and cease to improve the talents which providence had put into their possestion.

No means therefore can conduce towards making a nation happy, and putting it beyond the reach of its enemies, but that of establishing a general commerce with other nations, and giving due encouragement to learning and industry; but when once the trade of a nation is suffer'd to fall into decay, either by neglect, mismanagement, or any other cause, it is seldom retrievable, if not totally lost; for this reason, because others are upon the watch to seize every opportunity of slipping in between, and having once got hold of a single branch, never let it go till either they tear it from the body, or bring others along with it; the fame

same which frequently happens when boys get into an orchard, and catch hold of a single leaf only of a cherry-tree branch, till by degrees they get farther and farther on, and at last secure a whole handful of it, so as to be able to make the tree entirely to bend to them, and strip it of all the fruit that's within their reach.

That this is too nearly the case of *Great Britain* at this juncture, is what is too much to be fear'd, from some just observations which are made upon the behaviour of some neighbouring nations, of which a sketch shall be given presently, in hopes that they whose eyes are open will not follow them that are blind thro' ignorance, and much less such as are wilfully so thro' corruption, or obstinately deaf to reason.

The situation of this island, and a general unanimity amongst its inhabitants, is notwithstanding sufficient to support it against the designs and attempts of the proudest monarch in the world; but such is the misguided conduct of a great many who distinguish themselves in opposite parties, that, between one and t'other, they endeavour to destroy those very means whereon depends the prosperity of the nation; and without which, as it must lose its wealth, so likewise it must be bereft of its strength and its glory.

On one side, the merchant is traduced, lessen'd, and discouraged in trade; and on the other side, the soldier and sailor is reproach'd, vilified, and accounted useless and burthensome; and all this arising from pride, envy, and covetousness in some few persons only, whose infamous abettors never cease blowing the coals of dissension, whilst there's any prospect for themselves to be continued in pay for that ingominious labour, which is likely to produce nothing in the end but ruin and confusion.

It must be allowed, that the protection and encouragement of Trade in any nation, is the chief foundation for establishing the honour and security thereof; but if wealth be wanting, neither its honour nor security can be supported against the power that insults the one, or invades the other: nor can national wealth be acquired without due protection and encouragement of foreign trade and commerce.

'Tis by means of this, that mankind in general cultivates a mutual dependence on each other, and form alliances to support their respective interests against all intruders.

From the earliest of times, down to the present, it is evident, that when one strange nation had discover'd another, the principal motives for establishing peace and amity between them, were views on both sides of acquiring some advantages from their mutual traffick and correspondence. Trade was made the chief object of their care; and from this, the different natives hoped to reap such benefits to their respective countries, as should enable them to withstand the rapacious attempts of some neighbouring tyrant, whom their low estate, and his own covetous disposition,

disposition, had prompted to invade their liberties, in order to reduce them to a state of slavery and absolute subjection. What is it that has conduced to raise the empire of *Russia* to the present pitch of grandeur, in which it shines? Was it not Trade? Is it not the same with respect to *France*, to *Holland*, and, in short, to every country and people that make any figure in the world, that carry any weight in their negotiations, or that infuse love in their subjects, and spread terror among their Enemies?

Self-interest is so strongly impressed on all men's minds, that it begets a real esteem for the person who gives or procures an opportunity to others of raising their fortunes through his means; whereas on the other hand, he that stands in the way of other people's preferment or good fortune, has no pretensions either to their friendship or good wishes. For this reason, it behoves every prince and state to protect and encourage the trade and commerce of their subjects in all parts of the world, and to consider the prosperity of their people, as the only foundation and support of their own power and dignity: since from the love which such naturally beget in their subjects, these last are ever ready with their lives and fortunes to maintain the honour of their sovereign, as he by his care of them has enabled them to make that dutiful and affectionate return to him. This is the happiness of a prince, and these are the blessings which his subjects enjoy, where trade is made to flourish, and their prosperity and interest is the principal object of his care and concern.

However peaceable and united any people may happen to be among themselves, and even in perfect amity with their neighbours; yet, to preserve that tranquillity, to gain such awful respect as is necessary, and to be prepared against all events and surprises, it is no other than an act of common prudence, to keep on foot such a compleat number of regular forces, as may be sufficient to answer those ends, since it is well known that no service of moment can be expected from a militia, or what may be called raw and undisciplined men.

With regard to this kingdom, it has been an argument often advanced by affected patriots, that the militia alone were sufficient to guard it against its enemies, inasmuch as the number of the former consisted of so many thousands, who would readily unite to oppose any invasion from abroad; and the same persons have represented a standing army, as the greatest danger the people of this nation had to fear, from apprehensions of losing their liberties by being dragooned (as they term it) out of their rights, &c. — If, according to that way of reasoning, the militia were sufficient from a general unanimity to withstand any power from abroad, since the cause would in that case become general; it follows by the same rule, that they are sufficient to oppose a standing army at home, in case their liberties should be attacked

tacked by the help of the latter ; since in that case likewise, the same unanimity must ensue, in defence of what would then become a general cause. But besides the few reasons just now mentioned for the keeping up a body of regular forces in any nation, there are several others no less momentous.

As no nation can pretend to extend its trade and commerce to other countries, without cultivating a friendship, and establishing a mutual intercourse of traffick among them, so likewise it often becomes necessary, in order to preserve and cement their respective interests, to enter into stricter ties of amity, by forming offensive or defensive alliances, if not both, against all those who should happen to attack either of the contracting parties. In this case, it is always necessary to be properly provided with such a compleat body of regular troops as may be able to afford immediate assistance to the party requiring it, in virtue of such treaty of alliance ; otherwise, a failure therein will be constru'd a breach of that treaty, and a forfeiture of that friendship established between them ; the consequence whereof will be, an application by the party disappointed, to some other power, who is a rival in trade to him that failed in his engagements, and who, by that opportunity, procures, for himself and subjects, greater advantages in trade, than perhaps were granted to the other.

From hence arise murmurings, jealousies, complaints, dissatisfactions, distrusts, confusions, and all things else that render a nation unhappy and miserable. When, from the loss of trade, the people become impoverished, and divided among themselves, into factions, and parties, at last they fall a prey to some over-grown power, that is watchful of such opportunities to step in and seize the bone of contention.

Thus is the case at present in respect of the *British* trade, which must consequently fall into the hands of others, while we and the *Spaniards* are in a manner kept at bay, by pretended mediators, and remain in a kind of inactive state of hostility ; neither near concluding a peace, nor yet prosecuting a war with such vigour, as would soon determine the fate of one or t'other. But of this, there shall something more be said hereafter in its proper place ; till then, let's return to the former subject.

After what has been said concerning the use of the soldiery, the same may likewise be more strongly advanced in behalf of the navy ; since by our situation we are naturally obliged to have a more than ordinary circumspection in relation thereto, and to keep it in such condition, as may at all times afford a safeguard and countenance to our trade and commerce.

Great Britain has no occasion of enlarging her territories, while she can keep up a sufficient fleet to protect her trade. 'Tis the strength of her navy that renders her alliance of consequence to other nations ; 'tis that which keeps her enemies in awe ; 'tis that which guards her

coasts ; and, 'tis that which supports the honour of her crown, and the glory of the nation ; at least, it has been so in all ages past.

How then can any *Briton*, or any other who reaps any benefit or advantage from these consequences, be so malignant in his disposition, as to look with an evil eye, either upon a soldier or a sailor, since they are so useful in the state, as that without them there would be but few, or none of those boasted advantages attend *Great Britain*? considering at the same time, that their service in general is voluntarily entered upon, in order to protect the lives, liberties and fortunes of their countrymen, and for which they hazard their own persons, and sacrifice their health and repose.

If therefore the support of the soldiery, or the navy, be admitted to be essential in any of the cases before mentioned ; it comes next to consider, from whence this support must arise.

It seems pretty plain, from what has been hitherto said in relation to Trade, that the same must be the fountain from whence that support must necessarily spring : for as no nation can undertake to be at so great an expence, as is requisite to maintain fleets and armies from year to year, unless it has accumulated a great stock of wealth, whereout that support may arise, and that such national wealth is not otherwise to be acquired, than by an extensive trade with other nations ; it follows then, that to encourage and establish Trade, is the first principle whereon all other grand consequences are dependent ; and that upon failure of this, the rest must of course lie dormant ; nay, worse than that, the people must be impoverish'd, and fall into an irretrievable state of contempt, untill (like ancient *Greece*) their country be overrun by strangers, and their name lost to posterity.

To this condition must every nation be reduced, whose trade is lost for want of due encouragement and protection ; or which, through some neglect or mismanagement, is unwarily suffer'd to slide into another channel, out of which it is in no wise recoverable.

If the establishment of trade in the manner formerly mentioned, is not only a prevention of all these calamities happening to a country, but brings with it those blessings of peace and plenty, which comprehend all, if not more than any people can either desire or deserve at the hands of providence : it is proper then, that some notice be taken of those to whom it belongs to give this encouragement, and who, and what they are, to whom it is so to be given. ——But the majesty of Kings is too sacred to be treated with freedom of speech or writing ; and it wou'd be too great a presumption to offer advice, whilst there are able counsellors appointed for such purposes ; more especially, it is an unthankful office on one side, as it is ridiculous on the other, to tender it where it is not desired, and where, at all events, it never will be followed ; so that leaving kings to their pleasures, and ministers to their *Interest*, they to whom

whom proper encouragement in trade is to be given, are now to be pointed out.

Notwithstanding that, in some measure or other, every body partakes of the advantages diffused throughout a whole country, by means of a flourishing trade being carried on abroad in the name of the people; yet in the main, the number actually concern'd in extending that trade, are very few in comparison to the rest of their countrymen. The manufacturers of those commodities which are exported abroad, are not to set a value upon themselves for that cause alone, any more than they whose manufactures are made use of at home, since in both cases, both are paid their price for the same by those who take the goods off their hands. It is to the merchants then that every body is indebted: even the whole nation, for distributing among 'em the produce of those distant countries, which otherwise would not have been known, had not they launch'd out for 'em.

They must therefore be allowed to be the most useful members in a common-wealth; since, thro' them, the richest gifts of nature are transferr'd to us from the remotest parts of the earth, and all our senses are, at one time or other, surprizingly gratified with the rarities and delicacies produc'd in distant climates, and introduc'd to our knowledge, at the hazardous undertaking of the merchants, whose lives, fortunes and families, are sometimes either totally lost, or the latter are perhaps reduced to a state of indigence and misery, by casualties and losses sustained in these their precarious adventures.

At the same time that they entertain us at home with foreign novelties, they take off our hands several things for exportation, which to us alone would otherwise be useless, and for these they make us satisfaction suitable to their demands. The poor who were destitute of support, and perhaps of any means of acquiring a livelihood, are in this case employed in sundry ways to get bread. The rich have opportunities given them of encreasing their wealth, and the nobles and great men are enabled to live in magnificence and grandeur. Upon the whole, the merchants are the promoters and encouragers not only of national industry and inland traffick, but likewise of foreign trade and commerce, if so that their navigation be protected from insults and depredations, and that (where such happen to be committed) there be proper measures pursued for procuring ample satisfaction and reparation for their damages.

To them therefore the glory of *Great Britain* is owing, and the being of that very navy which is the safeguard of the nation, and the support of the honour and dignity of the crown.

It is in effect fighting against ourselves, and even cutting our own throats, to suffer these people to be distressed for want of proper assistance and encouragement in the publick way of trade. Every wound given

given thereto comes home at last, and in some shape or other gives every body a sensibility of the grievance. The effects of it are soon perceived by the dejected countenances of poor tradesmen, and the general complaint of want of business and employment.

Under these circumstances, how can the great or the rich sit down and regale themselves over foreign wines and delicious sweetmeats, without reflecting whence they come, and how conveyed to their tables? Methinks the sight of their arras-hangings round their rooms, and the carpets on which they tread, should produce the same horror of mind, which seized king *Nebuchadnezzar* on his perceiving the writing made on the wall of his palace by an invisible hand, when he was in the midst of his feasting and jollity. The merchants should then be had in remembrance; not with contempt, but with gratitude rather, and the continuance of their sufferings and losses should be taken into consideration, so as that effectual measures may be taken to secure the trade in general, and prevent the daily loss of their shipping in the chops of the channel.

This is the treatment they should meet with, not for any particular respect to any one man, or another, but for the good of the nation in general. But instead of this, they are daily revil'd by mercenary scribblers, and the trade is left expos'd to the enemy, who seem encourag'd to come (I may say) under our noses, and insult the *British* flag.

According to the nature of things, and agreeable to what has already been advanc'd upon this subject, there seems to be a kind of natural right subsisting in the merchants (since it is from the good success of trade, that the navy has its rise and support) to expect (I won't say require) the aid and protection of the navy, not only in giving them safe conduct according to order, but to clear the seas of any little privateers which may infest the coasts in time of war. This is spoken in reference only to what *may happen* in a future war, since it is well known that this is not the case at present, there being no want of twenty gun ships, and other proper-siz'd vessels to chastize them, should they be so insolent as to come *within sight* of the *British* dominions.

But tho' so much has been said on the merchants side of the question, yet I cannot say but that their inactivity ever since the declaration of war, deserves some resentment; since they neglect to make use of that authority and opportunity which is given them, both by the king and parliament, of taking the rod into their own hands, and avenging their own cause.

How loudly did they cry for justice against the *Spaniards*? and, after it was decreed them, how tamely have they ever since submitted to let their shipping be taken by every little *French* fishing-boat, that has been hired by two or three of *St. Sebastian Biscayneers* to prey upon the *English* merchants? who, at the same time, are qualified to arm their vessels and men in a proper manner, and to act as well offensively, as defensively.

defensively. It may be, they thought there was not sufficient encouragement given them in this case; because the *Spaniſh* privateers pay no fees for their commissions, whereas here the fees of letters of marque amount to sixteen pounds, or thereabouts, besides the expences of fitting out with guns, men, &c. But seriously speaking, it had been but a small expence for twenty, or more of the merchants, to have join'd in fitting out a couple of fighting ships of twenty four, or thirty guns each, to cruize within the soundings, in comparison to the losses they have sustained from the time war has been declared against *Spain*; and especially as his majesty has given up his share of prizes, besides a grant of bounty-money at the rate of five pounds *per man*, for every man on board any ship of force of the enemy's, when first engaged with.

But another objection to their fitting out privateers arises from a diffidence of the short continuance of this *Spaniſh* war; but, say they, should *France* declare for *Spain*, and throw off the masque of neutrality, we *Engliſh* merchants will then lay aside our faint-heartedness, and will attack the *Monsieurs* with vigour and bravery. I must confess there is some reason, nay policy, in this last resolution; for, probably by that time, the merchants will be in a condition to disappoint the *French* privateers, as having nothing left to lose to them, so that they may boldly sing, like the empty traveller before the highway-man: *vacuus cantabit, &c.*—for if matters be carried on in the same channel that they have run for some time past, there is no fear but the merchants will be ready, after the manner before-mentioned, to turn out.—

This leads me to a view of the *Mediteranean Sea*, and of the course of the *British* trade to that and to *Portugal*.

The chart annexed, demonstrates the different situations of our friends and enemies as they are ranged along the coasts; and amongst the number of the former, it is not without some difficulty and narrow inspection, that his Imperial Majesty can be discovered to edge in, so as (comparatively with his neighbours) just to touch the water with the toes of his shoes at *Triest*, in the bottom of the gulf of *Venice*. As for the rest of the coasts and islands on the larboard side, from *Gibraltar* thither, they mostly belong to *France* and *Spain* and their fast friends, so that they require no particular description or distinction in this place. On the starboard-side, all along the coast of *Barbary*, we are in amity while we pay for it, and no longer; but even there too, the *Spaniards* are possess'd of two fortresses, *viz.* *Ceuta* and *Oran*. In the *Levant sea*, which is that part of the *Mediterranean* below the island of *Malta*, we are likewise in friendship with his sublime highness the Grand Seignor; but that too is precarious and uncertain in its duration, as well as it is with *Barbary*.

The most Christian King has a very good understanding with the most grand enemy to Christianity (who can believe it?) and his Catholick Majesty's son and heir apparent to the crown of *Spain* (the son of the—Church) King of *Naples* and *Sicily*, has likewise invited and encourag'd (not by consent of the late Pope, sure!) the most inveterate enemies of Christianity (the *Jews*) to come and settle in his capital city, and to engross the trade of *Italy*; and now lately, taking advantage of the vacant papacy, and of the confusion among the cardinals (with design, to be sure, of having the honour of converting the *Turks* and *Moors*) has concluded a treaty of Commerce with the *Porte*, and with the Regencies of *Barbary*; so that now we can't point out any one creek in the *Mediterranean*, but what is engaged in friendship and commerce with those, who will leave no stone unturned to worm us out of our trade in that part of the world.

I shou'd imagine it would be no indiscreet action for us, to enter into the strictest engagements of friendship with those of *Tetuan* and *Algiers*, and to take from the *Spaniards* either *Ceuta* or *Oran*, and keep the one and restore the other to the *Moors*, who, by virtue of our alliance, cou'd be very troublesome to the *Spaniards*, and serviceable to us in protecting our trade.

Notwithstanding the footing we have in *Spain* and *Minorca*, by possessing *Gibraltar* and *Port Mabon*, yet these places are so surrounded with our enemies, and their friends thereabouts are so numerous, that our fleets must be kept in constant waiting to protect our trading vessels, and guard those places from any surprize.

Whatever *Spain* may have hitherto lost by this war, it is likely to be made up to her in such alliances, as hereafter will be likely to rival us in the *West-India* trade likewise; for in all probability, *France* has stopt in there for the *Affento* trade lately possest'd by our *South-Sea* company, and she has already fixed a good correspondence on the coast of *Guinea* to answer those ends.

As to the *Mediterranean* trade, when a serious view is taken of its present situation, and its state considered under the circumstances already represented, it will be found to be in a worse condition than ever; and what the consequences will be, may be easily determined, unless something of moment be immediately executed, to disable the *Spaniards* as effectually as they were by the late lord *Torrington*; for they are not now less formidable than they were at that time; and however they have as yet politically contented themselves with being only on the defensive against us, they wait but for some treacherous opportunity to give us a *Caffade* as soon as their accomplices are ready: And as we are now at open war with 'em, and (I hope) in no fear of allowing them any satisfaction at another convention for any ships, &c. which we have taken or destroyed since the declaring of war, we may therefore

go on boldly, and see who they be that are ready to take their part ; for 'tis better to have the chance of a stroke for't at once, than be juggled, undermined, and outwitted of our trade, whilst all the rest of the world look on and sneer at us ; at the same time every one of 'em that passes by, plucking up a stake out of our fence, till at last we shall find ourselves expos'd to the ravages of all the wolves and foxes in Europe.

This is our case at present, let us now see how it stands with *Spain, &c.*

In the year 1718, when the *Island of Sardinia* (which then belong'd to the *Emperor*, with whom we were firmly ally'd) had been surpriz'd and taken from him by the king of *Spain* ; and that he likewise attempted to dispossess the duke of *Savoy* of the *Island of Sicily*, having to that end already made himself master of the town of *Palermo* ; and that he was so elated with his successfull beginnings, as to refuse being determin'd by the treaty of *Quadruple Alliance*, which was concluded in 1716, between the *Empire, Great Britain, France, and the United Provinces* ; and even refused a *Suspension of arms*, before the *English fleet* proceeded farther than *Cadiz* in their way to the *Mediterranean*, to guarantee the *Emperor's dominions in Italy*, purfuant to that *Treaty* : The great encrease of the naval power of *Spain* alone (notwithstanding the strict union of the other maritime powers) gave us such uneasiness of mind at home, (or at least it was so pretended) as nothing but the destruction of the *Spanish fleet* could have removed ; and which was in a few days after effect-ed by Sir *George Byng*, late *Lord Torrington*.

But however it has since happen'd, that action has been condescended to be atoned for by us ; and besides the *Sum of money* allowed upon that article by the *Convention*, we have made ample satisfaction to *Spain* in other shapes, by introducing her eldest son into *Italy*, and founding a new kingdom for him there, in part of those very territories which we formerly dreaded to let come into the hands of *Spain*, but which may by and by be united to that crown. So that they may now join in *Chorus* with the *Gamerter* at hazard, and say,

*Fortune has chang'd, and sent a lucky man ;
And what undid me, set me up again.*

On the other hand, *France* has enlarg'd her dominions, and strengthen'd her *Alliances* on every side. She has gotten possession of the dutchies of *Lorain* and *Barr* on the continent, and annex'd them to her crown for ever. She laid violent hands on the *Island of Corsica*, and thought to reserve it as a *Bait* for whatever power might come into her *Measures* ; so that whoever took that *Investiture* at her hands, cou'd not be expected to remain a sincere friend to *Great Britain*.

26 *A VIEW of the British TRADE, &c.*

Another *new* king sprung up out of that fermentation ; namely *Sardinia*, whose interest seems naturally to be devoted to *France*, however we may for the present have influenc'd him.

Spain is now more formidable than ever, on account of the cemented union between her and *France*, and which is likely to be still stronger, if the *Marriages* between both houses succeed. The Emperor's power in *Italy* is quite weaken'd, and as we have conduc'd to it, we cannot expect his friendship.

Notwithstanding all these changes and chances against us for the worst, we do not seem apprehensive of the ill state of our trade in those parts of the world ; but blindly flatter ourselves with some other great advantages to be obtain'd by the present war, from the inactivity of *Spain*, and the numbers of our ships of war in commission.

It is well known, that we cannot without dishonour and indignity make any peace with *Spain*, which shall be repugnant to the sense of the nation, expref'd in the joint address of both houses of parliament to his majesty in a late sessions, concerning our right of free trade.

During this proper season for action, let not the time steal away, and lose our opportunity, but strike a home blow, lest our trade be supplanted by *France*, *Holland*, and the king of the two *Sicilys* ; while the *Spanish Privateers* (in combination with the *French Fishermen*) insult our coasts, and take our merchant-men ; so that in effect our trade is in as bad a state, or rather worse than it would be, were we at open war with *France*. For the consequence may perhaps be ; when the season is too far spent for our fleets to enter upon service, and that we seem tir'd and discontented, then *France* will plainly intimate to us, that unless we submit to the terms she proposes, (which never will be for our honour or interest) she must declare with *Spain* against us, and make it a part of her declaration, that we refus'd all reaonable propositions towards an accomodation, &c. and that she could no longer see her relation and ally injuriously and unjustly prosecuted with a groundless war, &c. and then have at us with a shew of troops near *Mardyke*, to make us look sharp at home, instead of attempting any other expedition. This is by the way of diversion ; not forgetting *Gibraltar* and *Minorca* likewise.

Now let us open our eyes, and take a superficial survey of our situation, and of the principal course of our *European* trade, which is comprehended in the above chart, according to what has been just now mentioned.

We have as much occasion for convoys at present, as if we were at war with *France*, both in the *Portugal* and *Mediterranean* trade ; except that in the last case, they must be stronger ; but then we shou'd have more privateers fitted out here, and probably the *Dutch* may assist us.

The

The northern powers have enough to do at home, and will rather want our aid, than be able to spare us any at sea.

If the *French* disturb the *Dutch* by land, or the *Spaniards* the *Portuguese*, then a general war must ensue, and every thing will return to the old channel as in the late war, and thereby the ballance of *Europe* may be better secur'd against *France*, than it now is.

Should the king of the two *Sicilys* stand neuter, he'll ingross all the *Levant* trade, having begun upon a good footing towards it already, by his treaties of commerce with the *Porte*, and regencies of *Barbary*; not forgetting his encouragement to the *Jews*, and to all *Strangers*.

We have but two stages in that road of trade, *viz.* *Gibraltar* and *Port Mahon*; and these lie in a manner within the enemy; so that even then we can but run the *Gantlope*, as we now do in our passing the *Mediterranean*; and lastly, we shall be more upon our guard against our declared enemies, the *French*, than we are now; since thro' them the *Spaniards* are very early appriz'd of all our *Designs*, our *Armaments*, and threaten'd expeditions.

F I N I S.

